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INCORPORATED

Are often largely due - we know.

The Bee

ESTABLISHED PUBLISHING COMPANY, INC.  
(Incorporated.)  
A member of the Publishers Association of America

SUBSCRIPTION RATES:  
One Year in Advance, \$5.00  
Six Months, \$3.00  
Three Months, \$1.50  
Single Copies, 10 Cents  
Carriage paid on all orders by mail.  
Address for notices: The Bee, Earlington, Ky.

RATES OF ADVERTISING:  
One square first insertion, \$1.00  
Second insertion, 50 Cts.  
Third insertion, 25 Cts.  
Longer space and longer periods on special rates.  
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THURSDAY, APRIL 4, 1895.  
Earlington, Ky.

Kentucky has been under continuous duress for many years. It has been a victim of the "tariff" and the "tariff" has been a victim of the "tariff".

Reports of April elections this week, are very interesting reading, and no wonder.

You all know the deficit in the U. S. Treasury will be a surplus by and by.

Stay-at-home Democrats were noticeable, in this week's elections, everywhere.

One way out of the present difficulty is to vote the Republican ticket next fall.

The gubernatorial seat in Tennessee still goes on, erecting a monument to the Democratic party.

Spain, in her attempt to whip unruly Cuba may find more than was expected withal.

Gresham and Grover and a batch of other trials Uncle Sam will have to stand a short while longer.

The result of the various city elections over the country this week is encouraging to the Republicans, but what more could even a Democrat expect.

Wirtz Harlin on the one side and Bradley on the other, you may look for the fur to fly here in Kentucky this fall. One or the other will undoubtedly be Kentucky's next Governor.

A large meeting of the Coal men was held in Earlington on the 29th of March to consider the action of the Railroad Commissioners and Grand Jury of Marion County, in indicting the L. & N. R. R. Co.

It seems forty-five indictments have been found on various counts, fifteen because the L. & N. R. R. Co., hauled coal to Louisville at a cheaper rate than to Lebanon, fifteen because the freight on steam coal was less than on domestic coal, and fifteen because the Railroad Commission thinks the regular rate freight on coal to Lebanon is excessive.

Taking up the first case, in which the claim is made that the haul is violated because a greater haul is made for less freight charge, it is sufficient to say that the conditions are entirely different. Louisville is simply a surplus market, and the freight received by the Railroad Company for the haul to Louisville would not be received at all, if the rate were higher. It is very evident if the L. & N. R. R. Co., is compelled to cease hauling coal to Louisville, it will have to charge more freight to Lebanon than the present rate. The L. & N. Co., we will suppose, received \$150,000 for freight on coal it carried to Louisville during 1894.

Why for Louisville, and continue the process on its system, and the road would be bankrupt. There is a large fixed expense and interest account belonging to a Railroad Company. Any business that will help pay this is of advantage to local shippers.

As to the second charge, the Commissioners might as well exact of the Railroad Company that it charge only as much per barrel, for carrying one barrel for one hundred miles as for a carload of one hundred miles.

It means that wholesale rates of the steam consumer shall be fixed by the retail consumer who buys coal but four or five months in the year.

To the Third Charge. If Philadelphia pays two and a half dollars per ton freight on the coal it receives, and which is hauled eighty-nine miles, seems to us the Citizens of Lebanon need not grumble at one \$5.00 dollar per ton coal hauled one hundred and thirty two miles.

We think you are wrong, Messrs. Commissioners, and your calculations calculated to do great harm to the mining and manufacturing interests of the State.

TARIFF EFFECTS.

The worst that can be said of the effect of the operation of the tariff of 1890 is that while, owing to an error of judgement on the part of a few manufacturers, the wages of a small contingent of the industrial class were lowered, the wage-rate of the great industrial class was raised to a degree never before enjoyed in this country.

In contrast with these conditions the Democratic tariff law has wrought infinite evil and no good. It has reduced wages everywhere, and increased them nowhere.

It has cut wages per cent. in a few isolated cases, but has cut them from 20 to 30 per cent. everywhere.

This is a perfectly fair and straightforward statement of the facts in the case. It is not a crafty generalization for the purpose of concealing particular applications against us. It is not difficult to make a glittering general statement at any time and in behalf of any cause, but the test of the accuracy of a statement is the ability to substantiate it by statistics.

These statistics show the average pay per day of the operatives in New England mills under the operation of the above named tariff laws respectively. The conclusion is so clear as to require no further argument.

1848, Walker tariff, 30 cents per day.  
1854, Walker tariff, 37 cents per day.  
1860, Morrill tariff, 40 cents per day.  
1864, Morrill tariff, 45 cents per day.  
1868, Morrill tariff, 48 cents per day.  
1872, Morrill tariff, 50 cents per day.

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Some well-meaning but generally unsuccessful efforts to catch the rascals after their work has been done. The idea of arming the employees, and at least putting them on a level with the robbers, seems to have been slow in suggesting itself to the companies. The case with the Kentucky robbers was the baffled army in the hands of the trainmen ought to teach every railroad company the need of such precautions. A good revolver should be as much a part of the equipment of a conductor and a fireman as a lantern and an oil can.

Mr. A. W. Davis, who has been at Lexington, Ky., has finished his short term, and returned home Saturday night.

Dr. J. E. Williams was in Earlington Monday.

Capt. Lee Stull, having sold his property to Ben T. Robinson, will move to Earlington, where he will keep a boarding house.

H. E. Grannis sold his residence to W. H. James, and purchased another from C. W. Edwards.

Mr. M. Cain visited in Madisonville, one day last week.

Miss Ora Barrow, of Hopkinsville, visited friends here Sunday.

Mr. Luella Harlan, of St. Charles, was the guest of the Methodist revival at this place.

Elder Story, of Madisonville, was in the Gap last Wednesday.

Dr. Lee Moore has returned from St. Louis, where he has been attending medical lectures.

Miss Edna Martin, of Madisonville, was the guest of Miss Ann Ferguson, last week.

Large crowds attend the Methodist meeting, which has been in progress since last week.

Ellis Harnes took a quick trip Sunday.

Davis & Medlock are making great improvements in the place of business.

The St. Bernard Store, at this place is being painted, Mr. Swops doing the work.

Fire consumed a small shanty used as an office, at the coal tipple Tuesday. Firemen in such an unusual occurrence that everybody felt up to turn out. Men working at a great city like Coalbrook, the bosses dropped their work and ran to the rescue. The shanty was a small building, and the fire was caused by a lantern, which had been left burning.

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